

Columbia Crossing--a big hit!

Record race, air show highlight celebration

Columbia Crossing '83, billed as the "Event of the Decade," lived up to expectations Sunday, May 15, as tens of thousands of Oregon and Washington residents celebrated the opening of I-205 and the Glenn Jackson Bridge.

Rain and windy weather held attendance below the anticipated 250,000 participants, and some aircraft cancelled out of the air show because of low visibility, but planners of the event called it "a clear success."

Highlight of the day was the 12-kilometer "Run between the States," which drew about 12,000 registered runners, and at least that many onlookers.

Throngs of spectators

A Tanzanian, Gidamis Shahanga, crossed the finish line in 34 minutes, 13 seconds, an unofficial world record for the distance. Salem's Debbie Eide finished first in the women's division, with a time of 40:01.

An estimated 500 bicyclists from both states opened the day's activities with an organized ride across the bridge at 7 a.m.

Upwards of 400 decorated power and sail boats participated in the opening day parade of the Columbia River Yachting Association, providing a colorful display for the throngs of spectators.

High school bands and drill teams, interspersed with antique

cars, paraded across the bridge at noon. Later, 900 square dancers performed at each end of the bridge, about 600 of them on the Oregon side.

The air show was hardest hit by the inclement weather. A group of ultra-lites was grounded by the wind and rain, and two Air Force jet trainers failed to show up from their base in Spokane, Wash.

Still, it was a lively show, frequently drawing gasps from the crowd, particularly when four Air National Guard Phantom jets from the Portland Air Base thundered by.

Eighty buses, contracted from Evergreen Bus Co. in Vancouver, were in constant movement throughout the day, shuttling thousands of people from shopping malls and parking areas.

"It was a great day, despite the weather," said George Bell, ODOT assistant director and chairman of the planning committee. "People were in a party mood and on their best behavior. Security and law enforcement personnel had an easy time of it."

"Columbia Crossing '83 was a clear success. Everyone had a great time, and that was all we were hoping for."

Nickel fuels record season for highways

The Highway Division is eyeing perhaps the largest construction season ever to be undertaken in Oregon, but it's a mixed blessing, according to Gary Potter, Project Management Section head.

In spite of the fact that there's about 50 percent more construction funds available this summer over recent years, mostly as a result of the federal Surface Transportation Assistance Act--the act which produced the nickel gas tax increase that took effect April 1--it may be a case of "robbing Peter to pay Paul."

"The nickel-per-gallon gas tax increase is good news and bad news," said Potter, who took over project management in March. "It makes more federal dollars available for highway construction projects, but it really hastens the day where we start to lose our ability to match federal dollars."

What Potter refers to is the acceleration of planned highway projects, which was approved by the Oregon Transportation Commission in January. Some 28 projects in the six-year construction program--totaling \$45 million--were moved



More than 12,000 runners spread out on the Glenn Jackson Bridge during Columbia Crossing '83 on May 15. It was the largest first-time run ever held in this country, according to race officials.



Gov. Vic Atiyeh and Salem Mayor Sue Harris chat as they and fellow passengers prepare to celebrate the first Oregon Share-A-Ride Day (May 19) with ride on Goodyear blimp. The statewide observance was coordinated by Doug Roberts, ODOT's energy information officer.

up on the schedule, most, one fiscal year or more. The idea was to help Oregon's economy, while improving the highway network.

This means eight interstate highway projects and 14 state primary system projects will be off the drawing board and under contract much sooner than scheduled. New jobs will result.

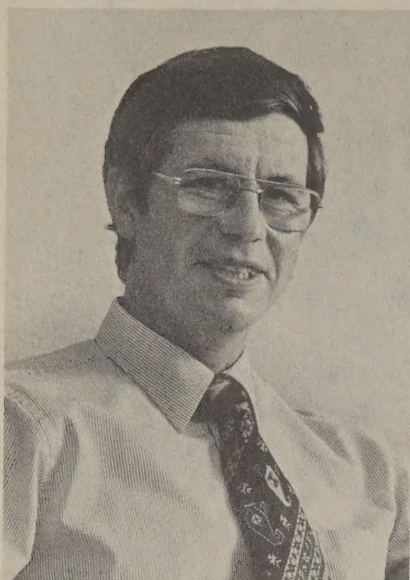
But, to get the federal dollars for the projects (attainable from the

new 5-cent tax), available state highway revenues will be used up faster to provide the necessary match. Without a gas tax increase forthcoming from the Oregon Legislature, those funds will be gone by 1988, and with them the federal highway dollars, Potter explains. A slowdown in construction would begin as early as 1985, he says.

Continued on page 3

Director's Corner

Fred Miller



Recently, Governor Atiyeh convened a special meeting of his staff and of department directors at the Silver Falls Conference Center. He wanted to set forth his expectations for his second term and to hear our views and concerns. We had a very constructive meeting, which allowed for free-flowing discussion of any and all of the items the participants wanted to address. I think that you will be interested in the Governor's views.

The Governor set forth several significant areas in which he wants to make some positive contributions. In particular, he focused upon programs to further the economic development of the state, the LCDC plan acknowledgement process, and meaningful tax reform for the state, along with

continuation of the good work in the departments of state government. He made special mention of the importance of the preservation of the Columbia Gorge. Also, he emphasized his personal commitment to a strong Affirmative Action program in all state activities.

Most of the meeting was spent on how we might improve the effectiveness of state government to achieve our objectives. More than anything else, Governor Atiyeh wants to be remembered for having created a "solid state government." He believes that the people of Oregon should be proud of their state government, and we employees should be proud of our contribution to its effectiveness. He is concerned that we do all we can to improve our public image which not only helps our relations with Oregonians but improves our self-esteem as well. In Governor Atiyeh's eyes, every state employee "is the State of Oregon."

Pick good people

The Governor expressed confidence in his management team. He believes that a major focus of our activities should be the motivation of "middle government." He suggests that we encourage employees to use their common sense in providing services to the public and helping people solve their problems. Encourage them to take risks. Pick good people and let them do the job.

A theme that the Governor continues to emphasize is that we should be responding to public questions with an attitude that says, "Show how we can do it, rather than why we can't." Too frequently, he observes, it appears that we in government have reasons for not doing something, rather than looking for ways to accomplish an objective.

We are fortunate in having a Governor who is so interested in the management of state government. We who are involved in the administration of state government certainly have the same desire to create as productive and positive a workplace as possible. We have the Governor's support; it is up to us to make it happen.

Letters to the Editor

'Heartfelt' thanks

Dear VIA:

I am writing this letter to inform you of the kindness that was given to me on April 20th by Tom Tuomey, one of your employees in the Port Orford/Gold Beach area.

While traveling on Highway 101 I developed car trouble and Tom stopped to help me with my problem. With his help I was able to get my vehicle running again and make a very important business appointment, which I would not have been able to make had it not been for Tom Tuomey.

My heartfelt thanks to Tom and the highway department for a good deed done.

Sincerely,
Denis A. Long, Coos Bay

Employee praised

Dear VIA:

One aspect of your department's job is being handled superbly.

On Jan. 29, 1983, shortly before midnight, I suffered a blowout on

I-5, close to the highway maintenance depot near the Capitol Highway overpass in Portland. I lacked a lug wrench.

One of the first persons to pass was one of your colleagues, just going on-shift for his nightly ice patrol. Actually, I was unaware of his alertness until shortly after midnight when he pulled up behind me with his great yellow arrow marching along above. You can imagine my relief. A lug wrench was produced--and a length of pipe necessary for generating sufficient torque--and I was saved from an undesired long night.

Obviously, this passage of three months and more shows that my gratitude does know some bounds. However, the delay does not diminish my conviction that your department has a splendid representative.

Sincerely,
Doug Van Fleet, Portland

EDITOR'S NOTE: The above "representative" is a member of Bill Geibel's District 2A maint. crew.

Conflict arises easily in legislative system

By George Bell

Assistant Director for Intergovernmental & Public Affairs

Here's an interesting legislative case study for you.

It involves SB 289, which, as it was first submitted, would increase membership on the Transportation Commission from five to six members.

That's all, just a one word change in the law: delete the word five, and replace it with the word six.

The bill was introduced by Sen. Lenn Hannon, R-Ashland, at the request of two Medford-area con-

Hannon, one of the Medford contractors, and Jack Kalinoski, lobbyist for the Associated General Contractors, testified against deleting the "east of the Cascade Range" provision, and argued again for increasing the Commission to six members.

Underlying their arguments is the size of the Second Congressional District. (Present law provides that Commission members be appointed by congressional district.)

The Second Congressional District, as realigned by the 1981 Legislature, includes all the counties east of the Cascades, but also takes in Klamath County and most of Jackson and Josephine counties--in total geography, about two-thirds of the state.

The House Transportation Committee appeared to be persuaded by the arguments (though no actual vote was taken). And so, at this writing, the House and Senate Committees' positions on the one-word-change bill are in conflict.

Can get hung up

What's it all amount to? Not much, probably. If the House passes its committee's version of the bill, it's not unlikely that a conference committee can resolve the differences, and then have SB 289 re-passed by both houses.

But it is an example--a small one, I grant you--of how a bill can get hung up in the legislative process, as competing opinions and vested interests come into play.

And it should give you some appreciation of how difficult it is to get a big, substantial bill, such as the sales tax, for example, through the Legislature.

But, then, nobody ever said democracy would be easy.



tractors, who felt that downstate Oregon was under-represented on the Commission.

After studying the bill, the Commission decided not to oppose the increase, but to ask on its own behalf that a two-term limitation on members' service be dropped, which the bill sponsors said they would support.

The Senate Transportation Committee, chaired by Dell Isham, D-Lincoln City, decided after deliberation to:

*Keep the membership at five

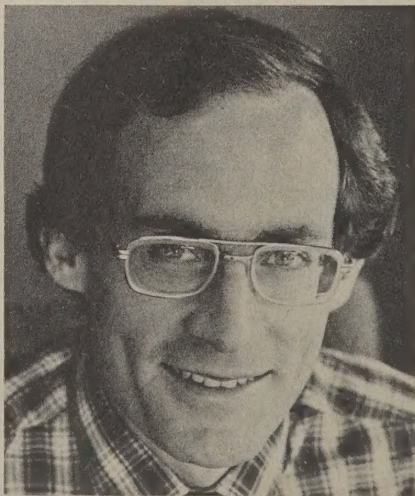
*Delete the two-term limitation

*Delete a provision in the present law that one member of the Commission had to reside in an "area east of the Cascade Range."

The Senate as a whole approved those amendments, 26 to 2, and sent the bill over to the House, where it was referred to the Transportation Committee, chaired by Jane Cease, D-Portland.

At a hearing in mid-May, Senator

Gilmour named manager



Cam Gilmour

Cam Gilmour, 33, has been named as manager of the Environmental Section, an opening created by the promotion of Gary Potter to head project management in March.

Gilmour has been with the Environmental Section for 10 years, most recently as a project coordinator.

Gilmour said after being a coordinator for five years he wanted to take on more responsibilities and

keep the good record of the section going.

"I've had a lot of challenges here," he said, "and basically I like what I'm doing and the people I work with, but I wanted to broaden my horizons. I think it's a very well-run section."



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Oregon Transportation Commission

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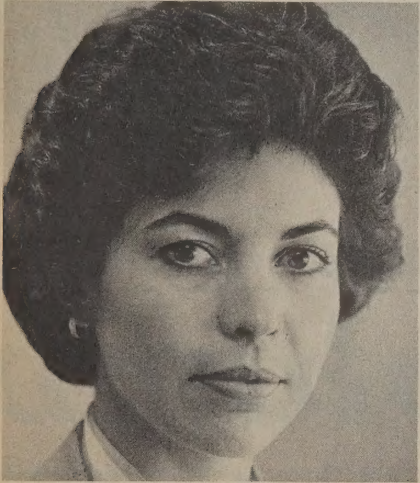
Training paves the way

Women leave ODOT for new jobs

Four women, who have a combined total of 18 years with ODOT, recently left the department for greener pastures elsewhere.

All four agree, however, that their experiences with ODOT were valuable in helping them achieve the promotions they received.

Trish Dunn, a records analyst, had the most years with the department. She started as a clerical assistant 10 years ago in Commission Services, and concentrated



Trish Dunn

her efforts on moving up.

"I wanted to get into an area where I had more control over my work," she said, "where I could be creative and innovative and have some say over my own schedule."

Dunn said from the beginning she took classes, seminars, tests, and kept getting on lists and "going for whatever was available."

"When I take on a job, I take on as much responsibility and challenge as I'm allowed," she said. "And I've been very fortunate that the people I've worked with at ODOT have allowed me that."

Dunn is now the Forms and Records Manager at the Department of Revenue.

Pat Payne worked as a programmer in the Information Systems Branch. She started with ODOT five years ago in the Parks Division as an administrative assistant.



Pat Payne

She took a demotion to move over to Information Systems, where she was reclassified when the branch moved to its new home in the Revenue Building.

Then she took another demotion to be a programmer trainee, and was reclassified to a programmer for a year before accepting her new

position.

"The experience I got at ODOT really helped me," Payne said. "I think I was very fortunate to work for some really good managers."

Payne is now a systems analyst in the Budget Management Division of the Executive Department.

"It was quite a promotion," she said. "I wasn't even looking around; it's just one of those once-in-a-lifetime opportunities."

Annie Nelson, a clerical assistant in the Travel Information Section, said her public contact experience at ODOT helped her qualify for a promotion as a clerical specialist in the Personnel Division of the Executive Department.



Annie Nelson

For the past year, Nelson came to the aid of almost anybody who stopped by the travel section's window in the lobby of the Transportation Building.

"Meeting people and talking to them really helped me a lot," she said. "I worked with the public both at the window and on the phone, and we get calls from all

over the United States."

Nelson said she has always wanted to work in a personnel office, and was very excited about her new job and looks forward to additional promotional opportunities in the future.

Anna Browne Muzzall, the VIA editor, is the only one not moving to another state agency. She is leaving ODOT after two-and-a-half years to work for Fred Meyer, Inc. in Portland.

Muzzall said her experiences in writing, editing, and publishing VIA were invaluable to her in moving on and accepting additional responsibility.

"There's no way I would have been offered this position if it hadn't been for what I learned at ODOT," she said. "Working there was really a great experience for me. I met a lot of very talented people."

Muzzall is now head of Employee Communications and editor of the Fred Meyer Register, a monthly employee magazine.



Anna Muzzall

Record season underway

Continued from page 1

Then why the acceleration program, if funds are precious?

"It's our philosophy to put that money out," he said. "Our business is not banking dollars, but putting them to use on the highways. If there's a need to match federal dollars, and the money to do it -- particularly if the economy is bad -- we'll do it."

Matching money, he explains, comes from what's left over after you meet expenses and do necessary highway maintenance. But there isn't enough of that, with inflation and reduced highway usage (and, thus, less income from user fees), during the economic downturn. That's why the Legislature is eyeing a one-plus-one gas tax increase; 1 cent now, and 1 cent later.

They're too frugal

"The sad thing is you're talking about a penny here and a penny there, when we really need much more," he noted. "A penny-a-gallon increase is a pretty short fix."

Nevertheless, Potter, and State Highway Engineer Scott Coulter are both confident that the Legislature will come up with some sort of

tax scheme to raise match-moneys. It's not a question of "if," but a question of "when."

"I'm convinced the Legislature will come through with the money," said Coulter. "Oregonians are not going to let federal dollars leave Oregon and go to Washington and California. They're too frugal."

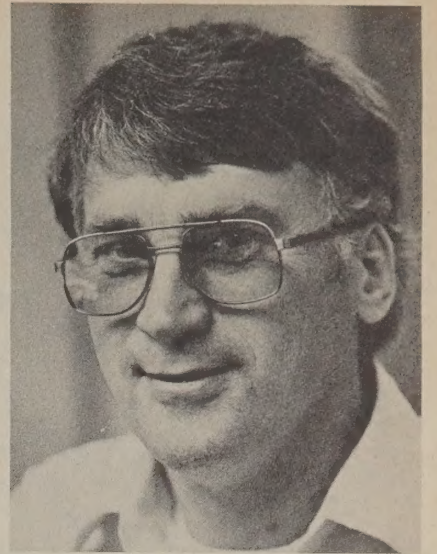
82 additional employees

There's another reason for spending what state funds the division currently has for matching federal dollars. With the economy down, bids for projects are coming in lower than expected, which means more projects can be done for the dollars available. It's a good time to accelerate programs, Potter believes.

Furthermore, he thinks inflation rates are still a gamble.

He points out rates have come down, "but we could very well face 14 percent inflation again in a couple of years."

It also appears to be somewhat of a gamble to accelerate construction projects. But that gamble could result in almost 1,500 jobs for Oregonians and will add 82 additional employees to the Highway Division this summer.



Phillips gets personnel job

Ernest L. Phillips, highway district 7 office manager for the past nine years, has filled the vacant personnel officer A position in the Personnel Operations Section in Salem, effective June 1.

He will administer the engineering classifications, a long-time responsibility of now-retired Carl Hobson.

Phillips, 41, started with the Highway Division as a truck driver at Halsey in 1962. After several early promotions, he became sign supervisor at Coquille in 1970, and district 7 office manager at Coos Bay in 1973.

Runners and photogs win NTW awards

A record number of people turned out on a warm May Saturday to participate in ODOT's fifth annual 10K (6.2 miles) race and two mile "fun run."

More than 100 runners took part in the two runs, including family and guests of the department.

Cam Gilmour, of the Environmental Section in Salem, won the 10K in 35:37, followed by Eb Engelmänn, also of Environmental, at 37:53, and Karl Krueger, of DMV, at 38:26.

Kathy Kubick, also of Environmental, was the first woman finisher at 44:38, followed by Doris Nelson of Administration at 47:51, and Pauline Brooks of Highway at 49:05.

The "fun run" winners were Dave White, of Highway, and Ann Gooley, of Public Transit.

Results of Oregon's place among transportation agencies nationwide will be printed in the July issue of VIA.

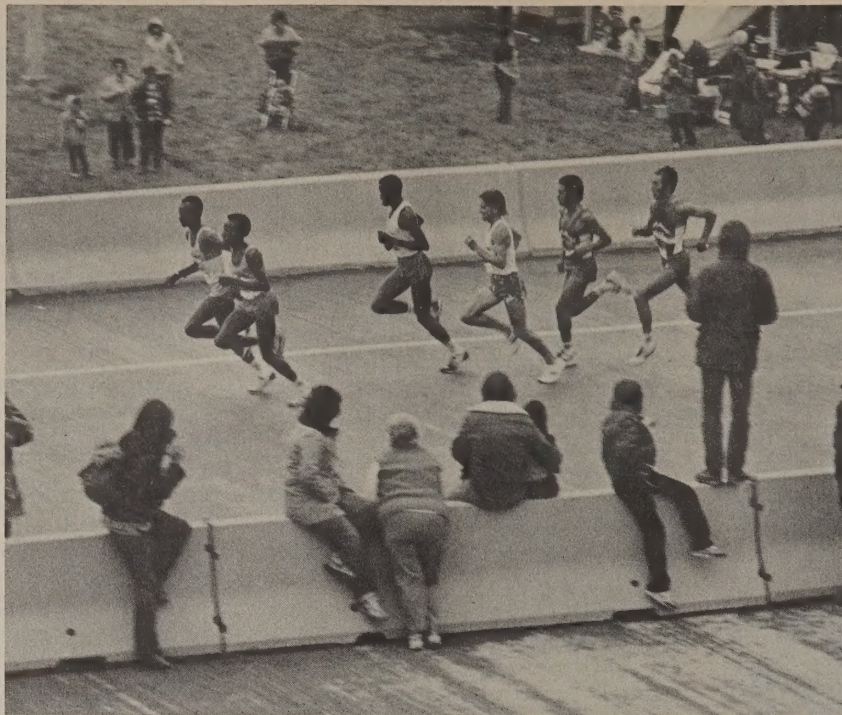
More photo entries

VIA's third annual National Transportation Week Photo Contest drew 22 entries in three categories.

First place winners and their categories were Roy Priem, transportation related (TR); John Wood, work related (WR); and Brigitte Johnson, employee related (ER).

In second place were Jim Norman, TR; Jeanette Simpson, WR; and Ken Roundtree, ER.

Third place winners were Ed Haury, TR; and John Preston, WR and ER.



Winner of the 12-kilometer race, Gidamis Shahanga of Tanzania, was followed closely by other world-class runners....



who were followed by the

Wet and wild--thousands Columbia Crossing

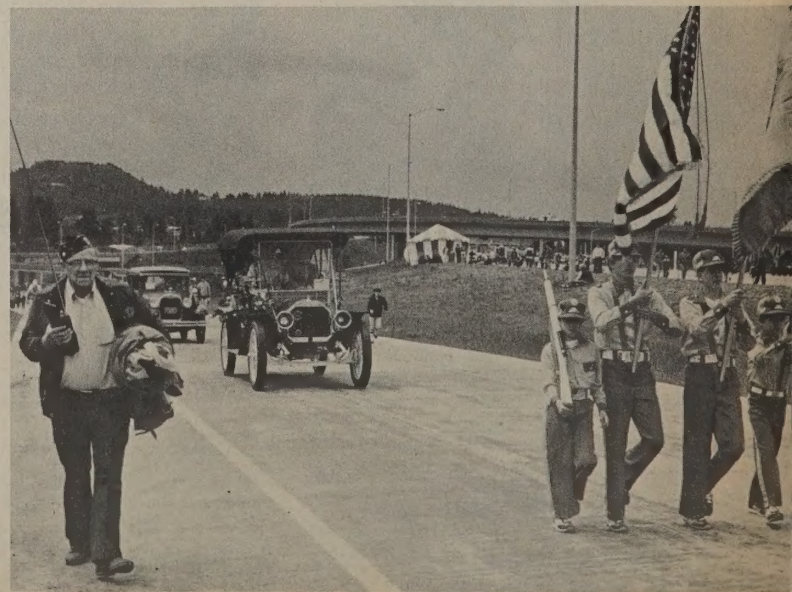
Typically wet, winter-like Northwest weather may have kept many people home during Columbia Crossing '83 -- the bi-state celebration of the completion of the Glenn Jackson Bridge--but for those thousands who ventured into the chilly climate, rewards were many.

Planning for the kickoff event of National Transportation Week took more than a year and there were few disappointments. Parades and demonstrations were available for those who enjoy watching. Bicycling and running events took place for those who

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Some 12,000 runners crowded the starting line for the "Run between the States."





hundreds of enthusiastic amateurs.....



who covered the bridge as if there were a sea of runners.

attend Columbia Crossing '83

participating (photos, top). An unofficial world record was set for the 12-mile "Run between the States," and cyclists peddled their way across the bridge in the early morning chill (below, center).

Events included hot air balloon square dance exhibitions, jet boat demonstrations (photos, right), band concluding one by ODOT's Transtoot- other activities, as the day-long proceeded on, above, below and on side of the award-winning bridge.

Columbia Crossing '83 was climaxed by an airshow, featuring military and civilian aircraft (below, center), with thousands of observers taking it all in from the bridge.

National Transportation Week ended Saturday, May 21, with Transportation Department displays being shown at five different locations around Oregon. Results are still pending on the fifth annual National Transportation Week Road Race between a number of state transportation departments. Oregon's run featured 100-plus runners in Salem's Minto-Brown Island Park.



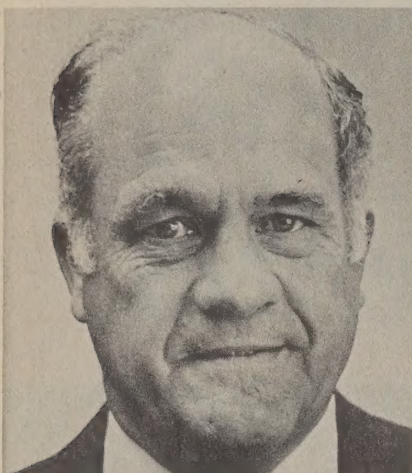
A huge crowd can leave a huge mess, but volunteers filled donated highway litter bags all day long, to keep the bridge area clean.



Jerry Robertson is VIA's roving photographer. VIA's editors frame the question of the month, and answers are edited only for length.

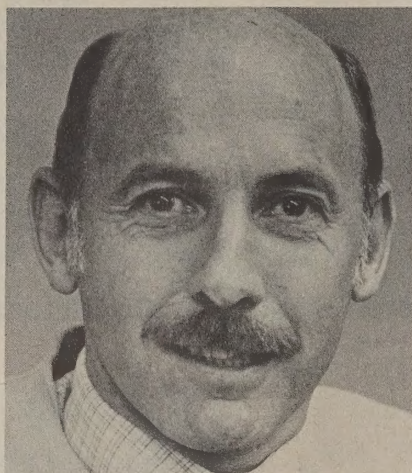
CANDID COMMENTS

Do you think the 5-cent federal gas tax increase has "cured" the Highway Division's financial problems?



SCOTT COULTER, HWY
State Highway Engineer, Salem

No. All it is, is a step in the right direction. It provides funding for completion of the Interstate system and a better bridge replacement program. It only provides some assistance to the basic highway program. What's really needed is a decision by Oregonians on how much they want to preserve their highway system, and how far they're willing to go to pay for it.



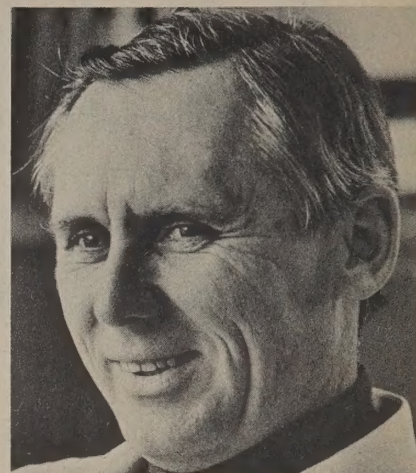
BOB BOTHMAN, HWY
Asst. State Hwy. Engr., Salem

No. The additional federal revenue has not assisted with the maintenance and preservation programs at all. The federal revenues are principally dedicated to the Interstate system, while we need additional money for maintenance and resurfacing. By increasing the federal revenue it has increased the demand for state dollars to match that revenue.



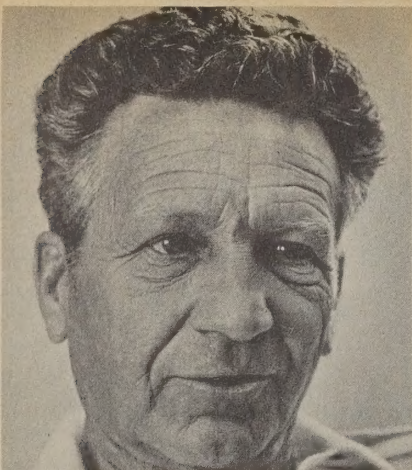
ROBERT SCHROEDER, HWY
Maintenance Engineer, Salem

No. As it relates to financial problems, it has caused us some. We projected an income insufficient to match federal aid before they increased it. The 4 out of 5 cents that goes to the Highway Fund is just additional federal aid that we don't have the funds to match. It has made more money available for construction, but in a budgetary sense it has made things more difficult.



WALT HART, HWY
Bridge Engineer, Salem

It hasn't cured the Highway Division's financial problems because of the inability of state matching funds to fully cover the federal aid. The increased federal gas tax certainly addresses some of the problems, but it does not cure them because of our inability to generate state matching funds in order to get those federal funds.



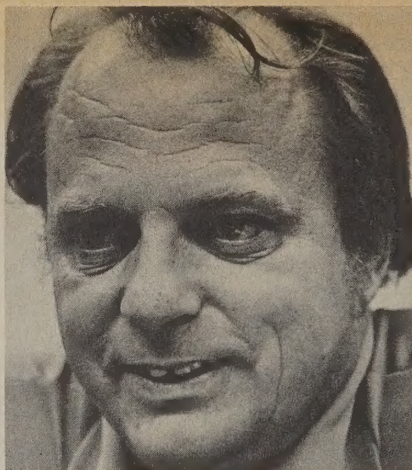
DALE HIATT, HWY
Dist. Maint. Supv., Ontario

No. It hasn't allocated any money to the maintenance program at all. It will help in construction and overlaying projects, but as far as the maintenance budget goes, it hasn't helped one bit. And the state still has to match the federal money to get it.



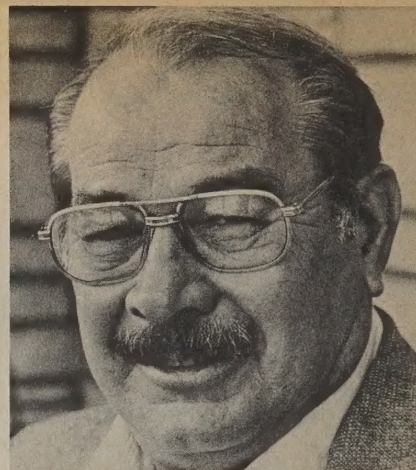
VICKIE ROCKER, HWY
Public Affairs Rep., Milwaukie

No. It has been good news in that it's been able to move some projects forward that have been on the shelf for a long time, like the North Tigard/South Tigard Interchange, but it's also created some problems. People misunderstand the fact that we still need money because there are strings attached to the federal funds.



TED SPENCE, HWY
Plan and Prog. Sect. Mgr., Milwaukie

No. I think our problems come from both the federal funding and the state level. Although it will help the Interstate and primary and secondary highways, it really doesn't address issues within the urban area system. It didn't increase the level of funding for those areas. We still need state levels of funding to match the federal revenue.

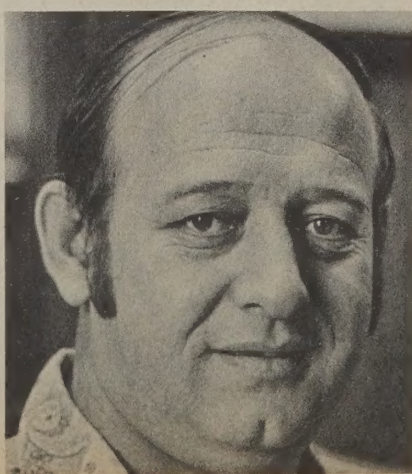


CARROLL KEASEY, HWY
Construction Engineer, Salem

No. It helps, but we need more state funding to match it. We can only match part of it, and without more we can't get all of our federal aid, and within a year we might have to turn some of that money back.

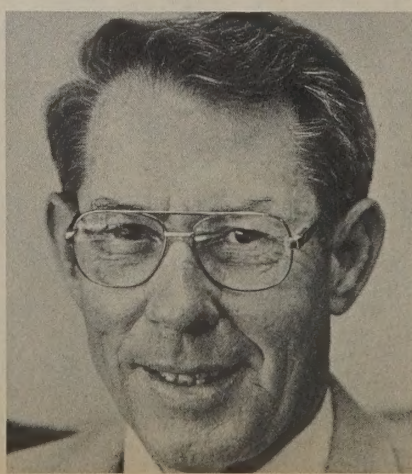
RICHARD STEYSKAL, HWY
Assistant DMS, Klamath Falls

No. I wish it would have been a state tax. At the present time it will hurt maintenance through possible budget reductions if there is no state gas tax increase. In this district we should be getting 60 to 70 miles of overlays each year, but with the additional money going to the construction program, we don't get close to that. We just keep losing ground, and with maintenance fund reductions, it makes things look rather bleak.

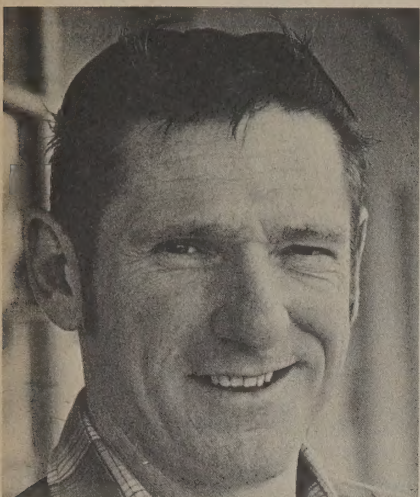


ED HUNTER, HWY
Asst. State Hwy. Engr., Salem

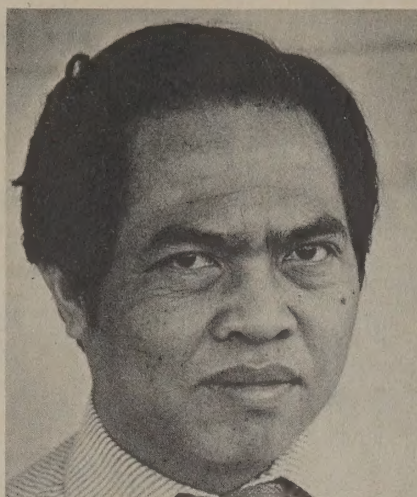
No, it has not cured our financial problems. Construction problems on the highway system far exceed the funds that have been allocated by the federal government. However, we'll be able to do about 60 percent more construction work than we were under the previous highway act. Under the present state tax structure, though, there is not enough money to continue maintenance at current levels, or to match any federal money past 1984.



People Page



Jarard Richardson



Elpidio Villegas



Deborah Paslay

Moving up the ranks

CONGRATULATIONS!

The following ODOT employees received promotions recently:

Charles Amundson, Park Manager B to Park Mgr. C., Tryon Creek State Park, Portland.

Arnold Anderson, Highway Engineer (HE) 2, to HE 3, Salem.

Gary Baughman, Highway Maintenance Worker (HMW) 2 to HMW 3, Central Point.

Don Bedford, HE 3 to HE 4, Salem.

David Canfield, Engineering Technician (ET) 3 to ET 4, Salem.

Earnest Crom, HE 1 to HE 2, Salem.

Kerry Dayton, Supervising Highway Engineer (SHE) A to HE 4, Salem.

James Doherty, Engineering Aide (EA) to ET 1, Portland.

Michael Gardner, HE 2 to SHE A, Hermiston.

Fred Gustafson, Jr., HE 1 to HE 2, Salem.

Richard Hollinger, HMW 2 to Carpenter, Salem.

Gary Kennen, HE 3 to SHE B, Portland.

Robert LeTourneux, ET 2 to HE 1, Salem.

Steven Littrell, HE 1 to HE 2, Roseburg.

Daniel Martinez, HMW 2 to HMW 4, Pendleton.

Jay Morgensen, Revenue Auditor 2 to Rev. Auditor 3, At DMV, Portland.

Gerald Morrison, HE 2 to HE 3, Salem.

Douglas Norval, HE 1 to HE 2, Salem.

Timothy Olds, HMW 1 to Heavy Equipment Mechanic (HEM) Trainee, La Grande.

Deborah Paslay, Clerical Assistant to Secretary, Salem.

Warren Perkins, Signal Technician to Signal Tech. Supervisor, Salem.

James Pfau, HE 1 to HE 2, Salem.

Philip Pratt, Worker's Compensation Representative 1 to Worker's Comp. Rep. 2 at DMV, Portland.

Harvey Rice, Laborer, East Portland, to Motor Vehicle Rep. (MVR) 1, West Portland.

Jarard Richardson, SHE A to SHE B, Portland.

Luis Rodea, EA to ET 1, Albany.

Carlos Rodriguez, HE 1 to HE 2, Salem.

Vernon Schultz, Sr. Weighmaster to Weighmaster Supervisor, Ashland.

Dennis Scofield, ET 2 to ET 3, Salem.

Robert Strouse, HMW 2 to HMW 3, La Grande.

David Taylor, HMW 2 to HMW 3, Milwaukie.

John Teleck, HMW 3 to Highway Maintenance Foreman (HMF) 1, Salem.

Craig Tutor, Public Recreation Tech. 1 to Park Manager D, Newport.

Elpidio Villegas, Revenue Auditor 1 to Revenue Auditor 2 at DMV, Portland.

Michael Walden, HMW 3 to HMF 1, Salem.

Patricia Wells, Clerical Assistant to Secretary, Bend.

David Willhite, SHE A to SHE B, Portland.

Vera Woods, Clerical Assistant to Data Entry Operator, Salem.

Suggestions win awards

The following ODOT employees are winners in the Suggestion Awards Program:

Ken Husby, local programs coordinator in Salem, received a certificate for his idea to substitute computer copies or xerox copies of bid proposals, for the present system of manually recording bid information by six employees during the Highway Division contract lettings.

Wayne Cobine, district maintenance supervisor in Klamath Falls, received a certificate for his suggestion to reduce the size of Type I paddle board delineators.

Lorraine Butler, a secretary in the Environmental Section, received a certificate for her suggestion to reduce the flow and processing of unnecessary Central Stores Order Forms.

Don Fantz, project coordinator in Milwaukie, received a certificate for his suggestion that the State of Oregon provide parking in the State Motor Pool parking garage in downtown Portland for highway-owned vehicles.

Remembering

The following ODOT retirees passed away recently:

Virgil C. O'Neil, 81, died May 8 in Salem. Born in New Hampshire, he came to Salem in 1912. He was a long-time employee of the Highway Division, retiring in 1968 as a specifications engineer.

Paul E. Ryan, 58, died April 29 in Crabtree of cancer. He worked for the Highway Division for 17 years on bridge crews in Eastern and Central Oregon.

Ray Randall, 70, of LaPine, died May 14. He worked for the Highway Division 36 years before retiring in 1976 as District 3 sign engineer in Salem.

Enroll now in Deferred Comp.

Employees interested in the Deferred Compensation Program may enroll now through June 30. The deferrals will begin with the Aug. 1 paychecks.

The program allows employees to put aside up to 15 percent of their monthly salary to supplement their retirement. Participants already in the program may increase or decrease their current deferrals, or change financial institutions during the open enrollment periods.

Participants making changes now must complete new Settlement Agreements and Beneficiary Forms.

Participants not making changes

during this enrollment period will be asked to complete new forms at a later date.

Group meetings for employees in the Salem area will be held in the Executive Department Building, 155 Cottage St., N.E. at 10 a.m. and 3 p.m. June 7 in Conference Room B, and June 9 in Room A.

Groups of employees outside Salem wanting to set up a meeting should contact Nancy Crandall, deferred compensation coordinator, at 378-3156 to arrange a time and place.

Any questions should be directed to the coordinator at the number above, or INWATS 1-800-452-7813, ext. 8-3156.

Transit helps provide vans

Transportation services for elderly and handicapped passengers in Hood River and Columbia counties received a much-needed boost last month, according to Roselyn Kay of the Public Transit Division.

Four new 15-passenger Dodge Maxi-wagons were delivered and immediately placed in service.

One van-like Maxi-wagon went to the Hood River Sheltered Workshop, an organization for elderly and handicapped citizens of the Hood River area.

The other three were received

by Colco, which provides similar services in Columbia County.

"Our office approves local grant applications for federal funds necessary to purchase such vehicles," Kay said. "Also, we handle the purchasing and delivery. From a personal point of view, it's one of the more rewarding jobs within the division--those people really rely on the vehicles we help provide."

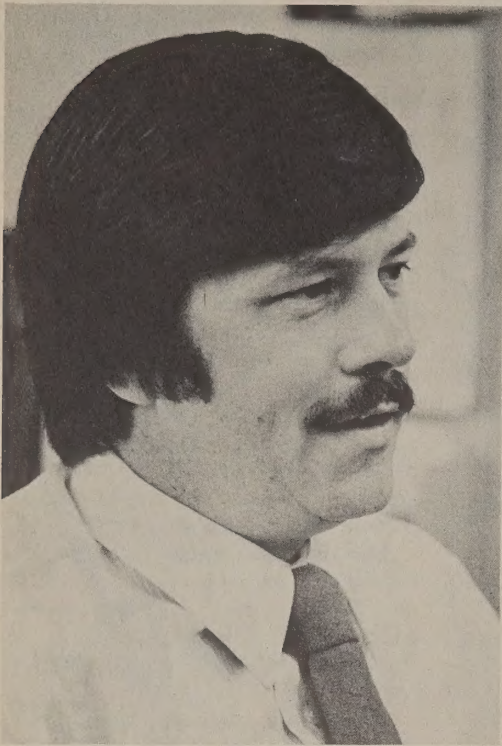
More than 90 other vans and buses of this type are in similar service throughout the state, Kay said.

Way Back When...



This photo, taken during the summer of 1920, shows a section of the Pacific Highway (I-5) south of Roseburg where traffic was being detoured down a county road (left) due to construction in progress. The detour sign reads: Road closed until Oct. 20. Steam shovel on pavement 8 miles ahead. Impossible to pass day or night. Use detour to Myrtle Creek and points south on Pacific Highway. Traffic Engineer Bud George said most of the signing in those days was done either by the counties (like the detour sign) or the Portland Automobile Club, which probably erected the destination sign to the left.

On the job with... John Lilly



By John Elliott

At the age of 34, John E. Lilly is the assistant administrator of the State Parks and Recreation Division. That's the third highest-ranking job in the Salem headquarters unit. Not bad for a young man, but then he's had some experience in the fast lane.

Lilly was a national track champion as a high school senior, and his times in the half-mile during his varsity career at Oregon State University were good enough to rank within the top 20 in the world at the time. Dick Fosbury, who made the "flop" famous, was a team mate and friend, bringing home the

his wife, Brenda, is a native of Salem.

Lilly describes his father, a former city park director and city manager, as a "very compassionate, gentle man. He has influenced my life the most."

He said he tries to live by many of the axioms relayed over the years by his father—"If you don't want to see it in print, don't do it," and "Spend every nickel as though it was your own," among others.

Lilly is past chairman of the board of directors of Mid-Valley Youth for Christ, a Christian non-denominational group that "works with kids to give them direction in life."

That organization, his church, and family are the main focus of his away-from-work hours. And, of course, "keeping the ever present weeds down in the yard."

There are three youngsters in the family, including Jason, 11, Jessica, 9, and Jerris, 8. The latter two are a brother and sister adopted at Christmas time in 1980. "All three are a real joy," according to their dad.

At work, Lilly supervises the activities of about a third of the Salem staff in his triple role as the person in charge of river programs, local government assistance, and administrative services.

He began with the division just over a decade ago when Larry Jacobson, now the deputy administrator, hired him as a park planner

return to the Salem headquarters to run the State Scenic Waterways program, which led eventually to his present duties. His demotion, in essence, developed a new career path.

Lilly enjoys the "whole job" that faces him each day, although running a river in legitimate pursuit of meeting that program's objectives is "obviously the most fun."

He believes the protection of riv-

one else."

While he is increasingly involved with matters that need to be addressed in the Salem headquarters, he is charged with protection of awesome scenery along some of the state's major rivers. His people-oriented approach emerges there also, since "I try to accommodate what people want without compromising the resource."

What of the future for this half-miler who chalked up times of less than 1 minute, 49 seconds during his prime?

He'll continue to run recreationally two or three times each week, often with Cam Gilmour of the ODOT Environmental Section. And, in all likelihood, he'll remain right where he is for at least the next few years as "I learn to do this job well."

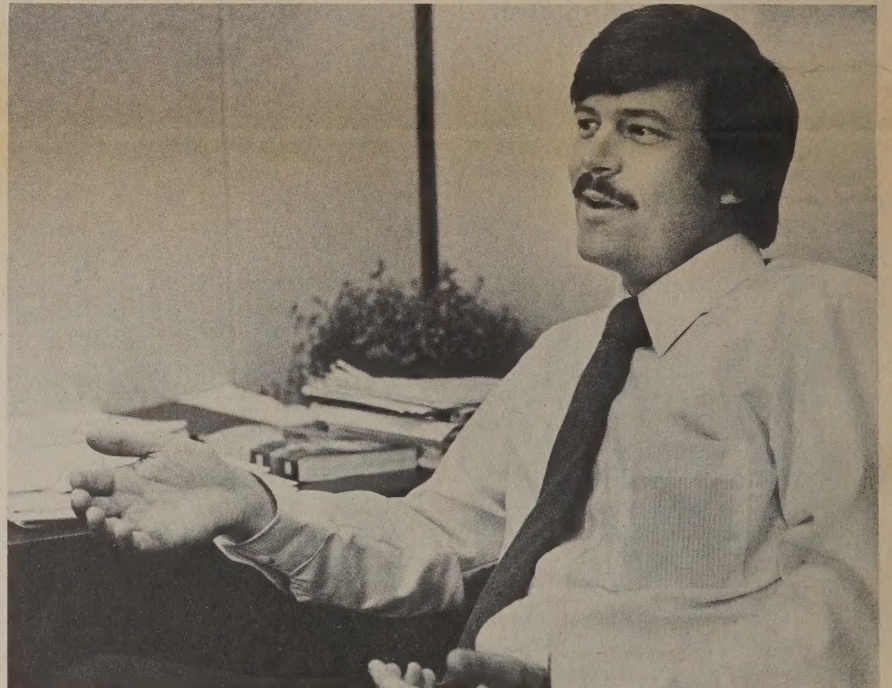
That's fine with his boss, Administrator Dave Talbot, who was only 31 years of age when he took over the division.

Talbot said he appreciates Lilly's "blend of experience and interest," and "I greatly admire his patience in dealing not only with his staff but the general public."

'I try to accommodate what people want without compromising the resource.'

ers and helping provide assistance to local communities so they can develop parks and related facilities will be among the most lasting benefits of the programs he is associated with.

In the face of budget reductions and increased workloads, Lilly steps back from time to time and worries that "it's all held together with bubble gum and bailing wire. We have good people. We keep adding bricks and they keep going up the ladder. How many more can



I add before the rungs break?"

His management approach, like his personal life, is geared toward people.

"I like to support staff and I like to let them do that which they do best, their own job. I like to think I delegate both the task and the responsibility to get the task done. That can be difficult for me since I'm a detail person," said Lilly.

His view of government parallels his belief that it need not be ineffective. "The challenge to us today," he feels, "is to make it personal and put people into the bureaucracy who understand people. People will trust the system if they trust the people who are running the system."

He admits to a certain amount of bias in declaring that "I don't really think of myself as working for government here at State Parks." He explains that the organization is "not too bureaucratic in the way we operate, and we're small enough so everyone knows every-

'If you don't want to see it in print, don't do it. Spend every nickel as though it was your own.'

Olympic high jump gold medal in 1968.

Why no Olympic gold for Lilly? With characteristic candor he explains that, "I was good but not that good. I couldn't get to the finish line quick enough."

Admitting that he grew up to believe that government can be effective because of a "model bureaucrat" father, Lilly gravitated to his present role by taking a chance or two, including a voluntary demotion which ultimately paid dividends.

He was born in Stockton, Calif., but claims to be a "naturalized Oregonian" by virtue of the fact that

in the design and engineering section.

He worked for Dick McCosh, now retired, who "knew everything about State Parks." "There couldn't have been a better person for me to start work with. He knew a lot and we talked a lot. His appreciation for the system rubbed off on me."

After 3½ years on the job, Lilly volunteered to take a demotion in order to become manager at Silver Falls State Park. He felt a need to acquire supervisory experience and saw the move as an ideal opportunity.

Lilly later accepted an offer to

Retirees let us know

Robert Floch, 107 S.E. 10th St., Pendleton 97801. Retired HWY, 1962.

Robert says he started working for highway on a bridge crew in Newberg in 1921, and went on to list 34 towns that he lived in as he criss-crossed the state in his 41 years with the division. He says he is "87 years new" and on his way to 90.

Myrtle Denny, 4730 Auburn Rd. N.E., Sp. 95, Salem 97301. Retired

HWY, 1974.

Myrtle dropped VIA a postcard to let all her friends know that earlier this spring she traveled to Michigan for her grandson's wedding, and on her return, her son and his wife took her to Hawaii for 10 days.

"My first visit to the Islands," she writes. "Really beautiful."

She added that she is still keeping busy with her volunteer work, and says "Hi" to everyone.

Years 5 Ago

The June 1977 issue of VIA reported on the aftermath of the defeat of Ballot Measure 5 in the May primary election.

Voters defeated the 2-cent gas tax increase by a 2-to-1 margin, meaning a reduction in ODOT's staff and service, as well as continued deterioration of the highway system.

Specific answers to general questions like, "What will happen now" and "How many employees will be laid off," were addressed by Director Bob Burco and the Transportation Commission at their monthly meeting.